

Chicago Railroad Fair



2nd
GREAT
YEAR

OFFICIAL GUIDE BOOK

and Program for the Pageant
'WHEELS a-ROLLING'

Price 35¢




The Chicago Railroad Fair

IS PRESENTED BY

The Atchison, Topeka & Santa Fe Railway System
 The Baltimore and Ohio Railroad Company
 The Boston and Maine Railroad
 Burlington Lines
 The Chesapeake and Ohio Railway Company
 Chicago & Eastern Illinois Railroad
 Chicago Great Western Railway
 Chicago & Illinois Midland Railway Company
 Chicago, Indianapolis & Louisville Railway Company
 Illinois
 Chicago, Milwaukee, St. Paul and Pacific Railroad
 Company
 Chicago and North Western Railway System
 The Colorado & Wyoming Railway Company
 Denver and Rio Grande Western Railroad
 Duluth, Mississ. and Iron Range Railway Company
 Elgin, Joliet and Eastern Railway Company
 Erie Railroad
 Grand Trunk Railway System
 Great Northern Railway Company
 Green Bay & Western Lines
 Gulf, Mobile and Ohio Railroad—The Alton Route

Illinois Central Railroad
 Lake Superior & Ishpeming Railroad Company
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 The Monongahela Railway Company
 New York Central System
 Nickel Plate Road—The New York, Chicago and St. Louis
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 The Pittsburgh & West Virginia Railway Company
 The Pullman Company
 Rock Island Lines—Chicago, Rock Island and Pacific
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Chicago Railroad Fair

2nd Great Year

JUNE 25th TO OCTOBER 2nd 1949

A year ago, in the Chicago Railroad Fair of 1948, America celebrated completion of the first century of rail transportation west of Chicago. For the millions who thronged the Fair's 50 acres of stirring spectacles it was an opportunity to relive again in vivid realism those dramatic moments of the past when an infant people was fighting its way to its present position in the world.

Colorful exhibits, presented by the outstanding units of the railroad industry, mould the story of the most miraculous hundred years in man's history. In them were dramatized all the God-given foresight, unselfish devotion and dauntless courage that, in a period of only three generations, were to achieve the joining by steel rails of the previously loosely knit states of the infant East and the largely unknown empire of the Golden West into a compact, powerful, prosperous nation.

With The Chicago Railroad Fair of 1949, we leave that glorious past to take stock of our capacity to meet the even greater problems to be anticipated in the future. As, in the Fair's second year, we herald the start of a second century of rails into the sunset, we, at the same time, are forcibly reminded of the assets we have to meet our destiny.

Every exhibit this year has been devised to depict the wealth that is America's. In one there is portrayed the great strength and resources of the industrial East. Another reflects the bountiful plenty of the fertile Midwest. Others reproduce the beauty and play spots of the nation. While close beside are displayed the latest marvels in new trains and equipment. Interwoven them all is

convincing evidence of the basic part the railroads are ready to play in America's economic and social progress in the future as they have done so effectively in the years now closed.

Fascinating as may be the Fair's significance in its historical and educational character and in convincing evidence of our economic affluence, its most unique appeal is the unlimited opportunity it affords for personal entertainment and enjoyment. In almost every aspect it is planned to enable the visitor to thrill to the novelty of actual, personal participation rather than to attend merely as a utilitarian spectator.

Rides on famous narrow gauge trains and the equally famed cable car, face to face chats with wrinkled Indian medicine men in a real Indian village, a venturesome walk down the strip of a rip-roaring, old Western mining town, a chance to relax in typical Southern comfort in a delightful New Orleans courtyard, or sumptuous dinners on the world's most famous railroad dining cars—you are urged to make the most of them all. Everywhere in the Fair's mile-long series of sparkling attractions the dominant mood is "Welcome."

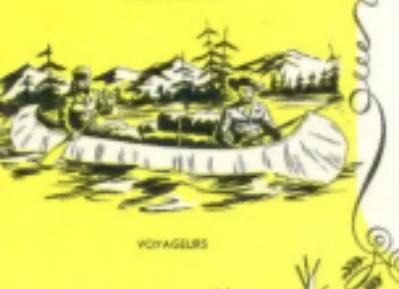
For all its importance as a national centennial, The Chicago Railroad Fair is actually offered by its railroad sponsors primarily for only one purpose—for the pleasure of the American public in whose increasing interest and support American railroading and its allied industries have ever found a stimulation to continuously greater accomplishment.

Chicago Railroad Fair Presents

'Wheels a - Rolling'



INDIAN TRAVOIS



VOYAGEURS



Produced by LENOX B. LUHR

Assisted by B. M. MacMaster

Staged and directed by HELEN TIEKEN GERAGHTY

Assistant Director— Earl J. Brisqal Musical Director— Isaac Van Grove

Choreographer— Joan Wundruff Costume Director— Lurena Stone

Adapted from a pageant play by Edward Hungerford

Prologue

INDIAN TRAILS AND WATERWAYS—1673—Today, America is a nation on wheels—wheels that have rolled through wilderness and waste land, leaving in their tracks, a thousand cities, ten thousand towns. Yesterday, America was a boundless wilderness. The Indian knew the intricacies of its trails and waterways. By canoe, pirogue, the horse and crude travois he penetrated the great unknown. Father Marquette, Joliet and voyageurs he penetrated the shores of Lake Michigan in 1673. They were the advance guard of transport, pushing the frontier westward.



LEFT: THE RAILROAD SURGES WESTWARD, UNDER PROTECTION OF THE UNITED STATES ARMY.
RIGHT: THE DRIVING OF THE GOLDEN SPIKE CLIMAXES THE SPANNING OF A CONTINENT.

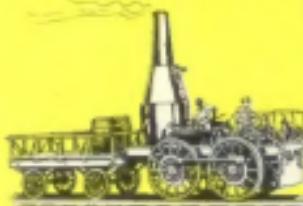


Scene 1

THE NATIONAL ROAD—1815—On the heels of the voyageurs came the explorers, adventurers, and brave pioneers pressing ever further into the wilderness. Indian trails became roadways. Most important of these early turnpikes was the National Road. An army of wagons and travelers of all description moved westward. This first great inland route becomes an artery for a growing nation, pumping the threshing spirit of a growing people westward toward the Mississippi.

Scene 2

THE IRON HORSE—1829-36—A new era of transportation appears. Steam becomes the new motive power. Able to cover greater distances, man lays down rails and the parade of the Iron Horse begins. First come the De Witt Clinton, the John Bull and the Best Friend of Charleston. The Tom Thumb races the Pioneer horse car, and the gray mare wins; but the mounting pace of steam locomotion cannot be long delayed. For, as the John Hancock, the Atlantic and the Lafayette add new records in the conquest of space, America's first railways begin to reach out across the nation.





CONESTOGA WAGON



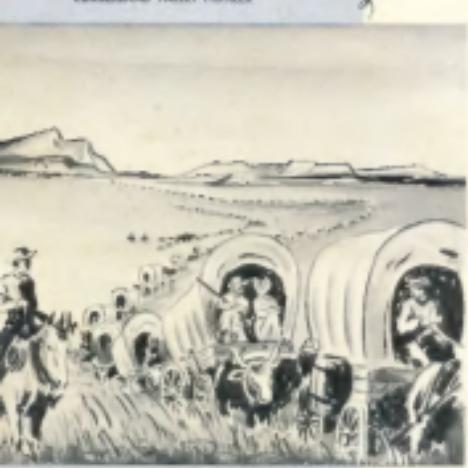
WELLS-FARGO STAGE COACH



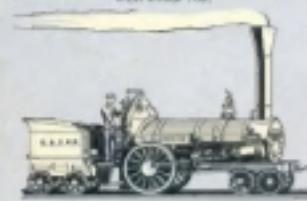
PONY EXPRESS



CUMBERLAND VALLEY PIONEER



WESTWARD HO!



LAFAETTE



Scene 3

RAILS ACROSS THE PRAIRIE—1848-68—Cladly pressing the voyageurs, adventurers and first settlers, come large groups of more substantial citizens. Villages and towns are founded. Modest houses, churches and schools arise from the prairie. Transportation over mud roads and treacherous streams gives way to short-haul railroads. As they spread they form a network of rails permitting the transport of freight and passengers to previously isolated communities all over the Mississippi Valley.

Scene 4

WESTWARD HO! 1849—Gold! The whispering of a single word sets an entire land afire. The westward trek begins. Countless caravans of covered wagons, crude carts and weary travelers press toward the setting sun. The Wells Fargo coach transports passengers and gold over thousands of miles of open plain and rugged mountains. The Pony Express, riding through wind and rain, blazing sun and bitter cold, carries the mail across the lawless Overland Trail.

Scene 5

LINCOLN 1860-65—The man whom Fate held in store to save the Union pauses to speak his Farewell Address to his neighbors as he leaves Springfield, Illinois, for Washington. The mighty axle of the nation cracked. Five years later, Mister Lincoln returns—a martyred President on a Funeral Train—to live forever in the hearts of a free, united America.

Scene 6

SPANNING A CONTINENT—1866—The first bridge across the Mississippi has been built. Congress legislates our first trans-continental railroad into reality. Through the virgin lands of the Sioux, the Apaches and the Comanches, the railroad speeds its way westward. Builders of the railroads work in the face of Indian attacks which are driven off by U. S. Cavalry.



HAND PUMPER



HOSE CART



THREE HORSE FIRE ENGINE



CHEF'S BUGGY

Scene 7

PROMONTORY POINT—1869—This is the day, this the hour, for which the nation has waited these long years—May 10, 1869, at Promontory Point on the rim of the Great Salt Lake! From Omaha, across the plains of Nebraska and Wyoming comes the Union Pacific. From California, over mountain and gorge, races the Central Pacific to this common meeting point. Before cheering crowds, the golden spike is driven that completes the rail link across the continent. A union of east and west that will never be split asunder is born out of lone cherished hope, foresight, courage, human sacrifice.

Scene 8

SANTA FE—1878—The Santa Fe stretches its ribbons of steel from eastern Kansas, south and west, across deep-hued deserts and sun-baked plains—beyond the Mesa Verde and the Sangre de Cristo range. As guitars play sweetly, Spanish señoritas, charros, padres, Navajos, prospectors, roustabouts and can-can girls await the arrival of the first train. Arriving travelers, peeped at as they behold the wonders of a new world, are served by pretty girls, who add a note of romance and refinement to the rough and tumble towns of the old Southwest. Once known only as a trader's route, beset by dangers at every turn, the railroad brings thrifty homesteaders to the old Southwest.

Scene 9

OPENING OF THE NORTHWEST—1878-88—From the fjords and farms and villages of northern Europe immigrants come to till the fertile lands in the great American Northwest. They join in taming the wilderness, in laying the foundation of a great nation. Farmer, lumberjack, and pioneer of American industry take their places in the common destiny.



THE HOLDUP



PIONEER ZEPHYR 1934



UNION PACIFIC COACH



UNION CENTRAL RAILROAD TRAIN



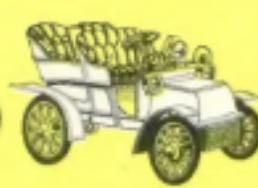
NUMBER 209



EARLY BICYCLES



LOCOMOBILE STEAMER - 1900



CADILLAC - 1904



MABELL - 1905





REO - 1908



SEARS - 1910



CHICAGO ELECTRIC - 1913



STANLEY STEAMER - 1912

Scene 10

TURN OF THE CENTURY—

Time out for fun! The horse is the hero of the hour; the carriage trade rides in unprecedented elegance. The cable car, the horse car, the suburban train bring people together for a circus parade. Even the bicycle club makes a brave appearance. Taking over the limelight the circus enters with Buffalo Bill in the lead, followed by the animal wagons, the gallantly garbed pony troupe, the exuberant clowns and a handily playing steam calliope. At the height of the festivities a new thrill is given when the horse-drawn fire department tears its way through the holiday celebrants and the "99%", fastest locomotive of its time and a snorting behemoth of black steel and hot steam, shrikes down the tracks.

Scene 11

THE HORSELESS CARRIAGE—

1903-1915—The century has turned to the rhythm of rolling wheels. As metropolis interests wander from the elegantly designed horse-carriages, there is much conjecture as to how far a horseless carriage can go without a horse. Chicago's elite come by Tally-Ho for their first ride in the automobile. Speed becomes the topic of the hour, and the names of Selden, Duryea, Apperson, Haynes, Buick and Ford are on everyone's tongue. Highways reach across the nation, paralleling the railways. The automobile is here to stay.

Scene 12

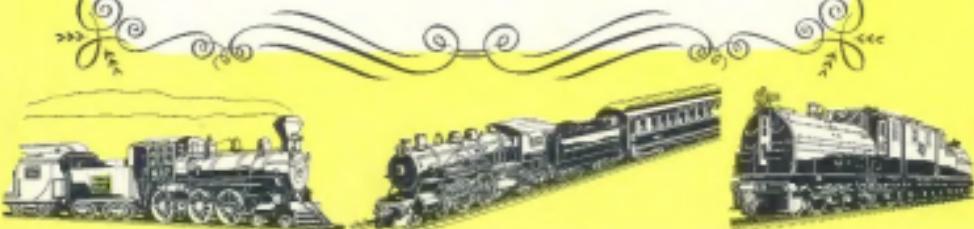
PIONEER ZEPHYR — MAY 26,

1934—Chicago is celebrating its Century of Progress. The Diesel locomotive has graduated from the yards to the terminals to be accepted into passenger service. America's first streamlined Diesel, the Burlington's Pioneer Zephyr, has just raced non-stop 1015 miles from Denver to Chicago in 13 hours, 4 minutes—a record that will stand high in railroad history. Another milestone has been passed in the forward march of transportation.

Epilogue

MODERN TRANSPORT — 1949

Modern transport has reached across a hemisphere to weld America into a mighty nation. Racing motorcycles, jeeps, tractors, automobiles and motor-like fire engines dramatize its constantly accelerating pace. Giant steam locomotives and magnificent new Diesels majestically cross the stage. Far more than a century railroads have forged our destiny. They have spanned a continent—united a nation. The romance of transportation, the adventure of speed and progress, is more than one phase in the history of America. It is the pulse-beating chart of the very life blood of our Nation.



CHICAGO RAILROAD FAIR

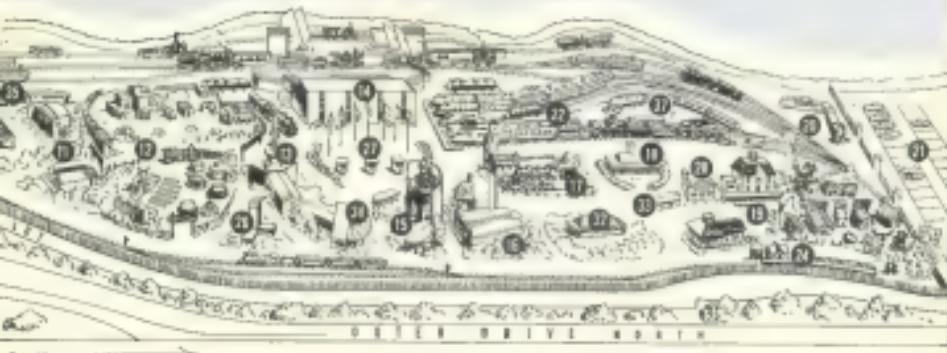
1. Main entrance
2. Administration building
3. Cypress Gardens Water Thrill Show
4. Special events arena
5. Ice Ballet
6. "Florida in Chicago" and replica of Bok Singing Tower—Chicago & Eastern Illinois Railroad
7. San Francisco cable car—Golden Gate theatre—Western Pacific Railroad
8. Old French quarter and New Orleans exhibit—Illinois Central Railroad
9. Rodeo show, dude ranch, "Old Faithful" geyser—Burlington, Great Northern and Northern Pacific Railroads
10. Moffat Tunnel and theatre—Denver and Rio Grande Railroad
11. Rocket Village, square dancing, Southwest exhibit—Rock Island Lines
12. Santa Fe Indian village, New Mexico and Arizona Indian tribes, tribal dances, medicine men, Indian crafts workers, trading post—Atchison, Topeka and Santa Fe Systems
13. Vitarama Hall, joint exposition by nine eastern railroads, "Genial Joe", mammoth scaled model railroad system
14. "Wheels a-Rolling" theatre, 6,000 seats
15. Paul Bunyan exhibit and prize award, chalk-talk quiz show—Chicago and Northwestern System
16. Pullman Company's display of latest in passenger travel comforts and luxuries



L R O A D F A I R



17. Spanish Americas Village, "Big Boy"—largest steam locomotive ever built.
free rides for the kiddies on miniature streamliner—Union Pacific Railroad
18. Children's theatre and kiddie playground
19. Gold Gulch, old gold rush mining town
20. Budd Company's exhibit of nation's newest streamline cars
21. Main parking lot
22. Famous train display, including General Motors' "Train of Tomorrow," the
Spanish government's new "Talgo" mystery train, and U. S. Army exhibit
23. "Deadwood," north terminal of Deadwood Central narrow gauge railroad
24. Gold Gulch narrow gauge station
25. Santa Fe movie theatre
26. Pullman-Standard and Travel Buildings
27. Main plaza
28. Gold Gulch, U. S. Post Office
29. Harbor View Terrace Restaurant
30. Cupboard Restaurant
31. Cable Car Inn
32. Railhead Inn
33. Leo's Grabstake Restaurant
34. Eastern Railroads Restaurant
35. Rock Island's "Fiesta" and 1890 "Palace" dining cars
36. Illinois Central's "Cafe St. Louis," all-electric dining car
37. Chesapeake and Ohio "Chessie Club" dining and train cars



**50 ACRES
OF THRILLS
DRAMA • ACTION**



Tribal Dances in a Real Indian Village—Sand Paintings by Famed Medicine Men—Redskin Craftsmen and Artists

For a real taste of colorful life in the Southwest Indian country there are few more convincing spots than the picture-perfect Indian village with its pueblos, hogans and wigwams transplanted in the Santa Fe Railway to the Fair, from the wilds of Arizona and New Mexico. See the dances of more than a dozen famous tribes in their colorful religious dances several times daily in an open-air theatre with seats for 600. Watch the Indian medicine men as they drive evil spirits away with his sacred sand paintings. Right in front of you entire Indian families will ply their arts and crafts, producing their legendary wonders in silverware, weaving, baskets and blankets. Visit the Trading Post. The Santa Fe also operates a live movie theatre north of the 23rd St. gate.

The Atchison, Topeka and Santa Fe Railway System

First American Public Presentation of the 3-Dimension Vitrarama—"General Joe"—Model Railroad System

Vitrarama, new 3-dimension picture discovery which has thrilled and enthralled private audiences, is brought to the public. For the first time as feature attraction at its point exhibit of micro-busters Railroads, this wonder of its kind in the United States today, the Vitrarama uses simultaneously five different scenes to depict the part played by the Railroads in the growth of America and as a means of travel, particularly in the West. Vitrarama Hall holds 600 spectators. Immediately adjacent is "General Joe," giant color railroad museum and bazaar of the kiddies. In another building there is the big model railroad system with accurately scaled model trains of the nine sponsor railroads touring around a huge network of tracks. Adjoining Vitrarama Hall is a new, large outdoor restaurant.

Baltimore & Ohio—Boston & Maine—Erie
Maine Central—Monon—New York Central
Nickel Plate—Pennsylvania—Wabash



Bronco-Busting Rodeo Stars—Old Faithful Geyser in Action—Dude Ranch—Indian Tepees—Totem Poles

Breathtaking stunts! You'll get them aplenty at the all-new rodeo show, presented by the Burlington Great Northern and Northern Pacific Railroads. Champions of the internationally known Cheyenne Frontier Days and the Calgary Stampede annual rodeo competitions do these stuff several times daily. For the most daring in bronco-busting, bulldogging, calf roping, Roman horse racing, trick and fancy roping, join the throngs at the big corral next to the Dude Ranch Lodge-shalet. While there, don't miss the replica of Old Faithful geyser shooting its waters skyward.

Burlington Lines . . . Great Northern Railway Company
Northern Pacific Railway Company



**Colorful Florida in All its Glory—Music from the Bok
Singing Tower—Tropical Gardens**

Experiencing beauty will thrill in the Florida estate of early Colonial Days presented by the Chicago & Eastern Illinois Railroad. Completely new this year are its 25-foot-scale replica of the famous Bok singing tower, the reflection pool of the picture-perfect sanctuary at Lake Wales, Florida, with the walkways lined as an avenue of palms. More than 2000 varieties of sun-tropical flowers and fruits supply an exotic background for the lake front lounge where visitors are invited to relax in true Florida style under brilliant blue beach umbrellas. Sun-cooking orange juice served by beautiful South ern hostesses. Enjoy pleasure popular with vacationists to Disney land.

Chicago & Eastern Illinois Railroad



**Paul Bunyan, Legendary Hero of the North Woods—
A New Quiz Show—Prizes for Picture Guessers**

Meet Paul Bunyan! A 35-foot robot of the mythical superhero of the North Woods, complete to his six 49 roots and 30 neck sinews, shot as presented in the Chicago and Northwestern whose lines now supply the area where he sings field songs. Paul talks, moves, shakes hands and gives a real kick, romancing his favorite lassie, "Babe, the Bluebird," that measures 12 x handles and a place of respite between the horns a mere foot with her folded wings. Approximately ten times daily the Northwestern's presentation of a 35 minute chalk talk by well known artists. Spectators guessing what the final drawings will be receive gold awards. Winnings amount over a billion pot for the next show. In addition the finished drawings go to the members of the audience.

The Chicago And North Western Railway System

**Moffat Tunnel Brought East—Engineering Masterpiece that
Bent the Rockies Depicts Transportation's Progress**

An exact replica of the portal of the marvelous Moffat Tunnel which pierces the Continental Divide 50 miles west of Denver has been erected at the Fair by the Denver & Rio Grande Railroad. The tunnel's portal there was hewed to resemble trees of the same red rock that was selected from the mountains for the original tunnel which took four years to build, cost more than two million dollars and won seven railroad transfers 1 1/2 miles between Denver and Salt Lake City. The entrance of the fair tunnel, same size as the original, leads to a movie theater and exhibit gallery.

Denver & Rio Grande Railroad



**New Orleans' French Quarter Reproduced in
Chicago—Meals on World's First all-Electric Diner**

For the romance of the 18th Century South the Illinois Central Railroad's new New Orleans exhibit with its typical French Quarter street and courtyard, takes the visitor back to the gracious days of the early 1800's. Strolling musicians sing the melodies of the Old South as keeping with the hospitality offered to youthful maidens in dandy Dixie costumes. Through covered archways and cool "lumineous" the girls lead to a comfortable pavilion, with plenty of comfortable seating for the leg weary, where reservations may be made for meals served on the Cafe St. Louis, world's first all-electric dining car, last word in railroad passenger luxury and cushioned off the productive lines just in time for the Fair.

Illinois Central Railroad



Old Mexico in All Its Romance—Square Dancing in the Village Dance Hall—Dining a la 1880 or 1949

Fiesta! . . . Gay, thrashing, romantic . . . keynote the Rock Island Lines' presentation at the Rocket Village. Hear the plaintive melodies of old Mexico or join in the stirring tempo of the western square dance in surroundings reproducing the bases of the Spanish Mission and western ranch countries. Music and dancing by stage headliners. For the lover of happy living, meals in the colorful Fiesta dining car or more old fashioned repasts in a replica of the railroad's 1880 "Palace" dining car with its hanging lamps, mahogany paneling and gold-Victorian splendor. In other buildings . . . dramatic movies. Free entertainment afternoons and evenings.

Rock Island Lines

Carefree Days in the Outdoors West—The Famed Golden Spike—Free-Rides for Youngsters—Miniature Streamliner

The Western Wondersland Exhibit of the Union Pacific has been entirely revamped for the 1949 Fair. Spanish-American type buildings, topped by a 55-foot tower, include among their many exhibits rapidly changing picturizations of the fun, sunshine, relaxation and carefree life of the Outdoors West. For railroad and camera fans there is "Big Boy", largest steam locomotive ever built. And for the little folks there are free rides on a miniature streamliner on more trackage than last year. Occupying the position of honor is the actual Golden Spike, driven into the rails at Promontory Point 20 years ago, marking the meeting of the Union Pacific and Central Pacific and completion of the nation's first transcontinental railroad.

Union Pacific Railroad



A San Francisco Cable Car Climbing the Shore of Lake Michigan—California's Golden Beginning Reenacted

Get the same kick you would enjoy on one of the fabled, cable cars of San Francisco. Fair visitors are invited by the Western Pacific Railroad to free rides on a car that was first put into service in the Golden Gate City in 1890. Manned by a gripman and conductor, brought from the Coast because of their colorful spritz and gong-ring ability, it runs up the hilly shore of the Fair's Lake Front and terminates at a turn-table, just as it does back home on its San Francisco trips ending at Market Street. At the Golden Gate Theatre terminal building see the movie, "California's Golden Beginning."

Western Pacific Railroad



Changed Every Week—The Latest Railroad Car off America's Production Lines

Railroad Fair visitors are being shown the last word in railroad passenger car progress. Every seven days, at the Budd Company's exhibit, "The Car of the Week," a brand new arrival from the production line, goes on display. To demonstrate all involved in the scientific development of these marvels on wheels, the Budd Company is also showing an incomplete car, so that actual design and construction may be examined in detail. Pioneering achievements in the railway equipment field are also portrayed in a series of three-dimensionally treated models, photos and dioramas. Topping the entrance to the general exhibit is a miniature train running on an aerial track.

The Budd Company



Relax in the Latest of Pullman Luxury—Find Out How It's Done from the "World's Greatest Housekeeper"

See the latest wonders in railroad travel luxury in the enlarged exhibit of The Pullman Company. Take a few moments out in your Fair visit to enjoy true Pullman comfort in the streamlined surroundings, so skillfully produced by post-war science to make veritable mansions of the railroad sleeping, lounge, club and observation cars. Pullman conductors and porters long known to the world's most famous travelers will demonstrate all the latest improvements. For the housewife there is a particular treat in learning the "tricks" in housekeeping perfected by the one company that handles more transient guests daily than any other host organization in history.

The Pullman Company



Most Spectacular Display of Famous Trains Ever Assembled—America's Newest Streamliners The "Train of Tomorrow"—Spanish "Mystery Train"

On a great network of tracks at the south end of the Fair you will behold the pride of the modern railroad world. Open for full inspection are the latest passenger and freight creations of the leading Eastern and Western lines. Go through such marvels as the General Motors "Train of Tomorrow," and the revolutionary "Talgo," low gravity, high speed, "mystery" train just built in this country for the Spanish railroad system and that weighs a little more than one-fourth as much

as ordinary equipment. Learn all about the dynamometer car constructed by the University of Illinois and the Illinois Central to test the pulling power of locomotives; and the stripped-down, diesel trailing car of the Electro-Motive Division of General Motors to train locomotive engineers for new streamliners. See the new Polar Region transportation equipment developed by the U. S. Army for the recent joint "Operation Churchill" maneuvers with the Canadian forces in the Arctic.



General Information

First Aid . . . The Chicago Chapter, American Red Cross, operates a fully staffed, emergency medical center on the Fair grounds. Location—near the U. S. Army Hospital Cottages, south of the "Wheels a-Rolling" grandstand.

Public Telephones . . . Locations—In the plaza outside the Main Entrance (23rd St.); both ends of "Wheels a-Rolling" grandstand; and at entrance to main auto parking lot (23rd St.).

Public Comfort Stations . . . Locations—Lower floor, Fair Administration Building, immediately behind the 23rd St. entrance; under "Wheels a-Rolling" grandstand; and in Gold Gulch Post Office building. Other facilities in Illinois Central, Burlington-Great Northern-Northern Pacific, Eastern Railroads and Pullman exhibit buildings.

Lost and Found . . . Inquire at Administration Building, Main Gate (23rd St.).

Lost Children . . . Contact Chicago Park District Police Headquarters, at Administration Building, Main Gate (23rd St.).

Free Fireworks Display . . . Unless announced otherwise, all special one-day events or celebrations will occur at Special Events Areas, on Lake Front, north end of Fair Grounds. All such features, free of charge.

Special Events . . . Unless announced otherwise, all special one-day events or celebrations will occur at Special Events Areas, on Lake Front, north end of Fair Grounds. All such features, free of charge.

"Wheels a-Rolling" Rain Checks . . . In case of cancellation of any performance of "Wheels a-Rolling" before thirty minutes have elapsed, rain checks will be issued.

Dining Facilities . . . The Railroad Fair's dining facilities include the following:

"FIESTA" DINING CAR
Lunches and dinners
At Rock Island exhibit

"PALACE" 1880 DINING CAR
Sandwiches and soft drinks
only; At Rock Island exhibit

EASTERN RAILROADS DINING COURT
Next to Pennsylvania Hall
(Seats 300)

"CAPE ST. LOUIS" (all electric dining car)
Lunches and dinners
At Illinois Central exhibit

CHESAPEAKE AND OHIO "CHEESE CLUB" DINING CAR
Lunches and dinners
In Train Display Area

HARBOR VIEW RESTAURANT AND TERRACE
Just north of 23rd St. gate
(Seats 700)

LEO'S GRILLESTAKE RESTAURANT
In Gold Gulch Exhibit Area
(Seats 300)

RAILHEAD INN
Between Gold Gulch and
Pullman exhibits
(Seats 400)

CABLE CAR INN
Just south of 23rd St. gate
(Seats 450)

THE SHRIMP HOUSE
At north end of grounds

THE CUPBOARD RESTAURANT
North of 23rd St. gate

In addition there are lunch stands located conveniently on all main roads through the Fair grounds.

Headliners in American Transportation History

Because of their historical significance in the transportation progress of the nation and the acute public curiosity in knowing whether they are "originals" or "replicas," most of the railroad exhibits, automobiles and vehicles used in "Wheels a-Rolling" are listed below with the dates of their actual introduction to America's economy.

RAILROAD EQUIPMENT

Name of Exhibit	First Used in U. S. or replica	Name of Exhibit	First Used in U. S. or replica
Tom Thumb locomotive and directors' car	1829...Replica	Pulman Coach No. 9.	1859...Replica
Pioneer horse car	1829...Replica	Jupiter	1872...Original
Best Friend of Charleston and two coaches	1829...Replica	and combination coach	1874...Original
John Bull and coach	1831...Replica	No. 119	1892...Original
De Witt Clinton and three coaches	1831...Originals	Little Butter Cup and two coaches	1880...Original
Atlantic and two India coaches	1832...Original	Minnesota and two logging trucks	1890...Original
John Hancock and Nova Scotia Bridal Coach	1834...Original	William Crooks and two coaches	1891...Originals
Lafayette and two barrel cars	1837...Replica	No. 632, "Zulu" (immigrant) car	1892...Originals
Pioneer and coach	1838...Originals	and combination coach	1893...Originals
Cumberland Valley Pioneer and Indian coach	1851...Originals	No. 251 and coach	1893...Originals
Reuben Wells and coach	1856...Originals	The "999"	1895...Original
William Mason and baggage car No. 30	1863...Original	and Royal Limited coach	1896...Original
		No. 222	1897...Original
		and coach	1902...Original
		No. 16250 Electric	1909...Original
		Pioneer Zephyr and three units	1911...Originals
		State Street cable car	1882...Replica
		Chicago horse car	1899...Replica

HORSE-DRAWN AND MAN-DRAWN EQUIPMENT

(All original)

1800-1820 PERIOD		1890-1910 PERIOD	
Road coach	Yellow Road coach	Open station wagon	Studebaker brougham
Blue batouche	La Fayette coach	Irish jaunting cart	Surrey
		Viz-a-vis	Pony cart
1830-1865 PERIOD	Conestoga wagon	Park Victoria	Biped coach
Wells Fargo coach	One-Horse dray	Hanson cab	Show phaeton
Stagecoach	Hand-drawn horse car	Baker phaeton	Tally-ho
Hand-drawn fire engine		Fire chief buggy	Steam caliphos
Victoria		Horse-drawn hose cart	Four-circuit wagons
1870-1890 PERIOD		3-Horse fire engine	Milk wagon
Rouabout	Buckboard	Mail cart	Ice wagon
Coffreter	Big Wheels	Popcorn wagon	
Red River cart			

BICYCLES

(All original)

Bone Breaker (1837)	3-Wheeler (1867)
Highwheeler (1869)	Tandem (1890)

OLDER MODEL AUTOMOBILES

(All original)

1890...Chicago Vehicle Co. raffy-b	1895...Era	1901...Marmon surrey
1890...Baker electric	1897...Schuchi rear crank	1891...Ford Model "T"
1890...Locomobile steamer	1897...International farm wagon	1893...Empire
1895...Hudson rope drive	1898...Beach covered wagon	1895...Metz
1898...Cadillac star drive	1899...Glenon	1895...Chicago electric
1898...Maxwell roadster	1899...Sears Horseless Carriage	1895...Locomobile sport model
1894...Oldsmobile Leylander	1899...E.M.F.	1894...Gas tractor fire engine
1896...Ford Model "N"	1899...Brush	1900...Paterno
1896...Maxwell roadster	1899...Sears farm & pleasure rig	1923...Willys Knight
	1900...Sears surrey	



The Pageant 'Wheels a-Rolling'



STAFF

Stage Manager	Charles Wood	James V. Beaman
Asst. Stage Manager	Leonard Grafer	Asst. Properties
Asst. Stage Manager	Richard W. Riesen	Trainer of Horses
Asst. Stage Manager	Ron Warg	Master Mechanic
Properties Director	Wesley Head	Yard Master
Properties	Norbert Great	Lighting Advisor

PEOPLE IN THE PAGEANT

HARRATORS

Jessie Curtis
Jettie Johnson

SINGERS WITH ORCHESTRA

Lorraine Bohman
Margaret Clegg
Robert Hirschauer
John R. Ivins
Shelly Nichols
Gordon Smith
Marion M. Smith

CAT

Donald E. Adams
John A. Allard
Jackie Almond
Elder Angier
Raymond Anderson
William E. Ahlborn
Albert A. Allen
Dwight Allen
Annie Louis Barding
Marion Barber
Doris Baskin
Mary C. Beppas
Frank R. Belanger
James W. Benson
James L. Birdie, Jr.
Robert B. Blackwood
John C. Bowles
William Bunting
Donald Burdette
Olive Buxton
Opales P. Carpenter
Robert P. Carpenter
Robert J. Carpenter
David J. Carpenter
Wancy A. Carpenter
Walter Carroll
George C. Casner
Ronald Chisholm
C. Morris Clark
William C. Conroy
Richard Daubert
Carson De Camp
Miriam Deller
Walter D. Denney
Frank R. Detrich
Donald Dillman
Virginia Donatello
Marilyn Drury
Donald Russell Eggen
Glen Evans

CAST (Continued)

John Eyes, Jr.
Lorraine Bohman
Donald Bunting
Richard A. Elliott, Jr.
Marcus J. Esposito
Robert Farnham
Sylvia G. Fisher
Joan Flory
Jerry Foster
Sylvia Getty
James Gandy
John Gandy
Bill French
Kenneth Hartney
Theresa S. Hartney, Jr.
John G. Hartney
Dorothy Hartney
Robert Freeman
Madge Friedman
Thomas Gundersen
Steve Gurnett
Mary Ann Gantz (Teak)
Ethelde Goodman
Josephine Gordon
Josephine Grimaldi
Willard M. Griggs
William Guichard
Barbara Higgins
Katherine Higgins
James Black Hawk
Mary Jane Hunt
Doris Innes
Robert Jones
Edward J. Keast
Kenneth Johnson
Clemente Johnson
Robert Johnson
Ronnie Karp
George V. Kirby
Jane Kraus
Edwin LaFer
John L. Landis
Michael Lane
Agneta Leibach
Lucille Lester
Anne Liford
Priscilla Lote
Ethelma Lott
Bertha Jo Lott
W. Edward Lynn
Grant Lynn
Henry E. Lyons
Edward F. Main
Gloria Marion
Lynn Mary Marion
John McLean

CAST (Continued)

Peggy McGregor
Ruth McGovern
Louisa McHaffie
Alice McLean
John McLean
Edgar McLean
Eugene McLean
William McPhee
Edmund P. Rice
John James Rivers
John Roseau
John Ross
William R. Roche
Henry G. Seward
Dan Seitzel
Doris Stevenson
Bridget St. John
Mildred M. Sherman
Doris Shingleback
James W. Smith
John Smith
William Smith
Barbara Steele
Matthew Steppen
George E. Stoepe
James Jay Stevens
Louise T. Tanner
John Taylor
Gloria Washington
Steve Wagner
John Walker
John Walling
Charles Wild
Gladys Witbeck
Jane Woodruff
Joseph Zellner
H. Charles Zellner

SECRETARIES

Barbara Scott
Charlotte Ludford Souther
Sylvia Taylor
Chop Takker

MOTOR DRIVERS

Chris Biedenkopf
Robert Beck
John Bartholdi
William Berensfeld
Benjamin Bowman
Brian Christy
John Clegg
Jack Clegg
George Cuff, Jr.
Ralph Drost
James Farris
John Fornari
James Gagster
Eugene Graw
Arthur Henny
John Hennigan
Ralph Hohenheimer
Harry Lawes
Charles Leyton
Albert Mann
Thomas Mann
Joseph Mann
Angela Pates
W. Sam P. Kickham
W. Edward P. Kickham
Mike Sammons
Raymond Schule
James Scully
Helen Schuler
Gwen Seeger
Jack Silver
William Taylor
Bob Williams
Robert Wherry
Charles Wilson
Eric Woodward
Norman Wyllie

TRAIN CREW

R. A. Captain
John Hoffmire
Gilbert Johnson
W. M. Knudsen
John Koenig
Claude Lee
Bob Lewis
Isabel McGee
W. E. McLean
Felix Moore
W. J. Morgan
Orval Nash
William North
J. M. O'Farrell
George Macrae
John McLean
Norman McLean
John O'Donnell
R. A. Paxton
Frank Reilly
John E. Rankin
John Schaefer
John Schramm
John Schreiber
John Smith
Grand Smith
E. L. Vickery
Stan Weston
A. L. Wadsworth
Charles Wadsworth
Harold Wadsworth
James West
James Weston
Sam Weyant
Joseph Whittle

MAGNETISTS

Z. H. Briscoe
Audrey, Elizabeth
Joan, Irene
Kay Monroe

WARDROBE

Ora, Gloria
Robert Wherry
Eva Thompson
Bobby Hunt
Lella Gilbert
Vera Baumgartner

PRODUCTION CREDITS

Script Adaptation — Charles Taylor at Belasco,
Meyer & Fian, Inc.

Musical Adaptations — Isaac Van Gross from original
material by Tom Scott and Kurt Weill

Overture — "Wheels a-rolling" by the Philip Maxwell's

Architects — Show, Metz and Dollo

Construction — Carroll Construction Co.

Stage Lighting — Century Lighting Co.

Sound System — Radio Phone Corp.

Orchestra Mgr. — Pete Carolla

Official Planes — Baldwin Plane Co.

Celeste Chimes — J. C. Deagan, Inc.

Horses and Livestock owned by — Byron Walter

COSTUMES AND PROPERTIES

Occasional Costumes — Adelheid Blaick
Women's Costumes — Errolle Costume Studio
and Helga D. Vogt

Men's Costumes — New York Costume Co.

Ladies' Costumes — New York Costume Co.

Pioneer's Costumes — Reference Mfg. Co.

Scars, Revolock & Co. (Commercial Sales Div.)

Properties — Museum of Science and Industry

Central Camera Co.

U. S. Army

Jay-Zeller

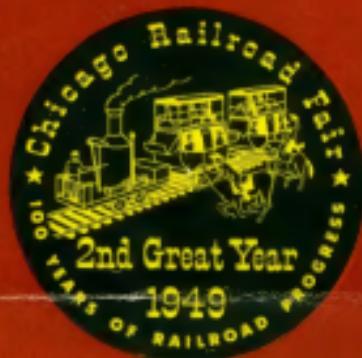
Audited Birch

Charles T. Wilk & Co.

Mad Cyclone Co.

Pieces of equipment may occasionally be missing in performances because of unavoidable technical difficulties

R.W. Gorham



2nd Great Year

1949